

Transportation Policy Committee Gets Down to Business — in More Ways than One

Imagine sitting down 20 years ago and developing the plan for our current freeway system. Would you have anticipated the same needs planners did then?

Now imagine sitting down today and deciding what that system should look like in the next 20 to 40 years. What will the transportation needs and priorities be decades from now? How will

that will guide transportation investments in the region for the next 20 years and beyond. The plan is expected to be a critical component in helping voters decide whether to support the extension of the half-cent sales tax for transportation. The current sales tax expires in 2005, and is the primary funding source for new freeway construction in the region.



be easier for us to demonstrate that the projects ultimately included in the plan best serve our regional needs,” he said.

Marty Shultz, vice president of government operations for Pinnacle West Capital Corporation, is one of five business representatives chosen to serve on the committee.

“I am really honored to be part of the TPC,” said Shultz. “I believe it when the TPC chair and vice chair tell me that this will be the place to vet the many new future transportation plans being developed. I have asked my

Transportation Policy Committee Chair **Neil Giuliano** (center) listens to discussion at a recent retreat. He is flanked by Vice Chair **Elaine Scruggs** and business representative **Benito Almanza**.

“By having legislators and business leaders vested in the process early, it will be easier for us to demonstrate that the projects ultimately included in the plan best serve our regional needs.”

we accommodate the needs of a population that is expected to double within the next thirty years? Where will people live, work, shop, and play? What alternative transportation options will be available?

Those are just a few of the challenging questions facing the Regional Transportation Policy Committee as it begins work on the Regional Transportation Plan

Members of the Transportation Policy Committee include business leaders, state legislators, local governments, and freight and transit representatives.

“This is a new way of doing business when it comes to transportation planning,” said Transportation Policy Committee Chair Neil Giuliano. “By having legislators and business leaders vested in the process early, it will

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Mayor Wendy Feldman-Kerr,
Queen Creek

From the Chair

Earlier this month, I participated in a press conference to “kick off” the winter pollution season. The purpose of this press conference was to inform Valley residents about the importance of their participation in taking alternative transportation to work on High Pollution Advisory days, and in complying with wood-burning regulations on no-burn days.


But for me, as I stood at the lectern in front of a clear blue sky, the kickoff served another purpose: reminding me just how far we’ve come in improving the quality of our air in this region. Consider that in 1984 there were 86 days that we went over the carbon monoxide standard, and eight days that we went over the one-hour ozone standard. Today, we have just surpassed the six-year mark without any violations for ozone, and five years without any violations for carbon monoxide. I think that calls for some celebrating!

These successes were possible through rigorous planning and the commitments of Valley cities

and the state legislature to implement air quality control measures. MAG has been the lead air quality planning organization for this region since 1978. In this role, MAG works with its member agencies and the State to determine what air quality measures will be planned, carried out and enforced. No project in MAG’s transportation plan can be implemented unless all federal air quality requirements are met. In addition, MAG has been a funding agency for the Rideshare and Trip Reduction programs since their inception.

According to the United States Census, approximately 5,600 new residents move to the Valley each month. I think it is a remarkable achievement that we have managed to improve air quality even in times of explosive growth. However, while it’s important to congratulate each other for a job well done, we also recognize that as we continue to grow, maintaining or improving air quality will continue to be a challenge—especially when it comes to reducing the Valley’s third main pollutant: particulates. This challenge will once again take our combined efforts to ensure that we stay violation-free for carbon monoxide and ozone, and meet our goal of attaining the particulate standard by 2006.

Each of us has the power to make simple, everyday choices that can add up to cleaner air. One day we can choose to ride the bus. The next, we can telecommute. The next, carpool or vanpool. We can choose to live close to work. We can even walk or bike.

With these simple steps, maybe we can “kick out” instead of “kick off” our next pollution season. 

REGIONAL council members

- ◆ **Mayor Wendy Feldman-Kerr**
Queen Creek, *Chair*
- ◆ **Mayor Joan Shafer**
Surprise, *Vice-Chair*
- ◆ **Mayor Keno Hawker**
Mesa, *Treasurer*
- Mayor Douglas Coleman**
Apache Junction
- Mayor Ron Drake**
Avondale
- Mayor Dusty Hull**
Buckeye
- Mayor Edward C. Morgan**
Carefree
- Vice Mayor Ralph Mozilo**
Cave Creek
- Mayor Boyd Dunn**
Chandler
- ◆ **Mayor Jose “Roy” Delgado**
El Mirage
- Mayor Jon Beydler**
Fountain Hills
- Mayor Chuck Turner**
Gila Bend
- Governor Donald Antone**
Gila River Indian Community
- Mayor Steve Berman**
Gilbert
- Mayor Elaine M. Scruggs**
Glendale
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- Supervisor Don Stapley**
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- Mayor Edward F. Lowry**
Paradise Valley
- Mayor John Keegan**
Peoria
- ◆ **Mayor Skip Rimsza**
Phoenix
- President Ivan Makil**
Salt River Pima-Maricopa Indian Community
- ◆ **Mayor Mary Manross**
Scottsdale
- Mayor Neil G. Giuliano**
Tempe
- Mayor Adolfo Gamez**
Tolleson
- Mayor Lon McDermott**
Wickenburg
- Mayor Daphne Green**
Youngtown
- Dallas Gant and Joe Lane**
Arizona Department of Transportation
- F. Rockne Arnett**
Citizens Transportation Oversight Committee
- ◆ **Executive Committee Members**

www.mag.maricopa.gov/reg_council.cms

MAGAZine

MAGAZine is a quarterly newsletter of the Maricopa Association of Governments. It focuses on the issues and concerns of the cities, towns and tribal communities of Maricopa County. If you know of a friend or colleague who would like to receive MAGAZine, please call the MAG office, (602) 254-6300.

Wendy Feldman-Kerr
Mayor of Queen Creek
Regional Council Chair

Dennis Smith
Interim Executive Director

Carlos Jurado, Harry Wolfe and Dawn Coomer
Contributors

Kelly Taft: *Editor*

Gordon Tyus: *Graphic Design*



Voices from the Council

"Being selected to the new Transportation Policy Committee was an honor and has reinforced my respect and appreciation for MAG and its regional responsibilities. While involved with MAG at various levels as a city council member, it is my involvement as mayor regarding the critical issue of transportation that is my most important role yet with MAG."

—City of Chandler Mayor Boyd Dunn, commenting on his role as a member of MAG's Transportation Policy Committee.



"It is extraordinary to see the amount of support from local leaders and the local business community. Our participation truly represents our commitment to reducing air pollution in the Valley... The cities of Phoenix, Tempe, Mesa, and Glendale have begun to develop a cooperative light rail system through initiation of the Valley Metro Light Rail System. To help increase the community's awareness of ways to help reduce pollution during the winter months, public service messages encourage residents to carpool, ride the bus, telework, bike, walk and refrain from using wood burning fireplaces."

—City of Scottsdale Mayor Mary Manross, at a press conference kicking off the 2002 winter pollution season.



"Maricopa County has been working hard with industry, cities, towns and the state to comply with the EPA's clean air standards. With tougher rules, aggressive enforcement and most importantly, your help, the County can get closer to meeting the air quality improvement goals, reduce the risk of illness and ensure a safe and healthy environment for the community. To learn about ways to help clean up the air, call the Clean Air Hotline at (800) 253-2687."

—Maricopa County Board of Supervisors Chairman Don Stapley, also at the press conference, on efforts to reduce air pollution in the region during the winter months.



"The face of this Valley and the nation will one day soon be dramatically different. This will be a land without a majority—a place where all cultures are shared and appreciated. Tempe has long since acknowledged the changing demographics of our region and we are making great strides in the area of diversity. Tempe is a place where we can create a community for all cultures, races, and religions. We understand that diverging viewpoints make us stronger, and that colorful cultures and traditions that we share enrich the lives of everyone."

—City of Tempe Mayor Neil Giuliano, speaking to several hundred participants at the City's Fourth Annual Hispanic Festival, "Tempe Tardeada," Sunday, October 13.




"On Tuesday, October 8, I had the pleasure of participating in the grand opening of our new Target Store in Fountain Hills. In addition to Target, this power center will include a new Walgreen's, a Hi-Health store, Pier One, a Ross Clothing Store, Famous Footwear, a Kentucky Fried Chicken and more. This center represents a significant step for our Town as we become a self-sustaining community."

—Town of Fountain Hills Mayor Jon Beydler commenting on the dedication of the Target store in Fountain Hills at the Four Peaks Shopping Center, a project twice approved by Fountain Hills voters.



"I think the development of the (Regional Transportation) Plan has to be laid out like a jigsaw puzzle, and worked piece by piece, until we have a completed picture of what transportation can best do for the Valley."

—Mayor Joan Shafer, discussing her priorities for her first term as vice chair of the MAG Regional Council. 



Regional Profile: **MAG Vice Chair Tackles Issues Close to Her Heart**

You might call MAG Vice Chair Joan Shafer a scrapper. Whether it's getting her voice heard on the MAG Regional Council or successfully lobbying for increases in widows' pensions, the mayor of the City of Surprise is well known for her direct, no-nonsense approach.



The Mayor is In:
City of Surprise Mayor **Joan Shafer** stations herself at a local grocery store to meet with residents.

It is the same fighting spirit that has carried her through nearly a dozen years in the public eye. In 1990, Shafer became the first woman to be elected to the Surprise city council. In 1994, she became the city's first duly elected mayor.

Shafer has been on the MAG Regional Council since her election in 1994. She has served on the MAG Domestic Violence Council, the Human Services Coordinating Committee, the Continuum of Care Committee to address homelessness, and the Regional Aviation System Plan Policy Committee. In June, she

was elected as vice chair of the Executive Committee.

"I feel it was one of the greatest honors when my peers at MAG put me on the board as vice chair," says Shafer. "I just hope that I can live up to their expectations."

Shafer has spent much of her life living up to expectations. When her husband Richard, a firefighter, lay dying of cancer incurred from years of breathing toxic smoke, Shafer learned that the state's compensation fund did not recognize cancer as an on-the-job injury. She vowed on his deathbed she would change that.

"I made him a promise that I would work toward a presumptive cancer bill for all firefighters," Shafer recalls. "It took me about nine years of going to the state legislature. I think they finally got so tired of seeing me they voted yes. But that has finally passed, and what I'm pleased about is that the bill has been extended to hazmat (hazardous materials exposure) by the police," she adds.

The changes wrought by Shafer also allow firefighters who succumb to cancer to be listed as having died in action. "This is a very important issue, this is one that I wanted because every day we send our firefighters into God-only-knows-what," says Shafer. "And it's up to us to see that they're taken care of."

The quest continued when Shafer worked with fire and police unions to get surviving spouses' pensions raised from 70 to 80 percent. That war was won recently; widows received the increase for the first time in their September checks.

Of all her accomplishments, Shafer says a highlight for her has been her monthly "The Mayor is In" meetings at local grocery stores, which provide the city's residents a chance to visit with the mayor.

"Every other Saturday, I go to a different grocery store for a couple of hours and sit there so that the residents have a chance to come. They can complain, they can just talk. But I believe in the old government of the people, by the people, and for the people. I am merely their spokesperson, and with this I feel that I am able to hear what they have to say," she says.

As for her new position on the Regional Council, Shafer says she wants members to recognize that all cities have the same need: a good quality of life for their citizens.

"Transportation doesn't end at the borders. A lot of things don't. Entertainment doesn't. We have to be able to talk together and to work together," she says. "I feel the strength of MAG is no more or no less than what each one of us as a member project."

So when does she next pull on the boxing gloves? Shafer says the biggest fight will be protecting state-shared revenues as the economy continues to tighten. In her own backyard, she'll try to help settle a lawsuit by John F. Long challenging the constitutionality of the Tourism and Sports Authority. The lawsuit has delayed funds being sent to Surprise for the construction of the Surprise Recreation Campus, which includes a major league

Mayor Shafer continued on page 8

Transportation Policy Committee Retreat

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colleagues interested in transportation—the developers, the contractors, the transit and light rail advocates, among others—to work through the TPC process.”

Chairman Giuliano said a September retreat served to set the scope of work for the committee, and provided members with important background information on the transportation, growth and air quality issues that will play a role in development of the plan.

“We expect to grow from three to six million residents over the next few decades,” said Giuliano. “This rapid growth requires that our transportation infrastructure keep pace with our population. The work of the Transportation Policy Committee will be crucial in developing a plan that will ensure mobility in this region in the decades ahead,” he said.

The Committee will use data collected from a variety of transportation studies being conducted by MAG to help develop the plan. Glendale

Committee members listen to presentations provided by MAG staff, ADOT, and other member agencies.



Mayor Elaine Scruggs, who serves as vice chair of the Committee, said the final plan will be performance-based, meaning proposed projects will be measured against performance goals such as safety and mobility objectives.

“The plan will conform to air quality requirements and include extensive input from the public,” said Scruggs. “Having all voices at the table will be critical in building support for the Regional Transportation Plan as it is being developed,” she said.


Shultz and other business leaders said changing conditions in the region will call for a plan that incorporates many types of transportation solutions.

“The new demographics, and future demographic projections, dictate a new kind of multi-modal split,” he said. “Old habits die hard. The task of the TPC will not be easy, but (it) will be accomplished.”

Diane Scherer, CEO of the Phoenix Association of Realtors and a member of the Committee, also championed an inclusive process.

“I feel it is essential to the Valley for a coalition of business and community leaders to develop a multi-modal transportation plan that is fair and equitable to all communities,” said Scherer. “This transportation plan will affect our quality of life as well as the economics of the region for years to come,” she said.

Committee members agree it all comes down to creating a better quality of life for current—and future—generations.

“In a very real sense, if I can contribute to a plan that assures the construction of a common-sense transportation plan in our Valley and state, my community will be enhanced and so will our customers, employees and shareholders,” said Shultz. “There are benefits for all. (Just) as important, I am doing this for Jessica and Brittany, my beautiful granddaughters,” he said. 

More information can be found on the Transportation Policy Committee page of the MAG Web site:
www.mag.maricopa.gov/committee.cms?item=75



Valley Seniors Hit the Trail



Hundreds of Valley seniors across the Valley experienced the health benefits of walking and biking—while at the same time familiarizing themselves with local paths—during a Senior Trail Day sponsored by the Maricopa Association of Governments (MAG) September 25, 2002.

Seniors could choose to go to one of eight separate locations where Trail Day events were held in Chandler, Gilbert, Glendale, Goodyear, Mesa, Phoenix, Scottsdale and Tempe. Participants experienced firsthand the availability and convenience of trails in their neighborhood, while being encouraged to walk or bike the trails to improve their overall well-being.

“Everyone who came to our location was very excited that we were sponsoring an event like Senior Trail Day and told us they’d like to see more of the same type of events,” said Gilbert Town Manager George Pettit, who participated in the event. The Gilbert Senior Trail Day was held at the Riparian Preserves Project, which features 182 acres offering picnic areas, a freshwater lake and walking trails. “We had some people who just moved to town who were looking for a place to walk, and some people who showed up who were daily riparian trail users. Everyone said they had a wonderful time and planned on walking the riparian trails more often,” he said.

Studies by the Centers for Disease Control, American Heart Association and American College of

Sports Medicine have shown that walking is good for both physical and emotional health.

“Physical activity has long-lasting physical and mental health benefits for all age groups, but for seniors, staying active can reduce the morbidity and mortality from many chronic diseases,” said

Fellows, bicycle and pedestrian coordinator with the City of Mesa who helped staff the event. “People stayed for almost an hour afterward, talking and laughing. I had so many comments from folks who want to do this on a regular basis—some said weekly,” he recalled.

Funding for the Senior Trail Day



Seniors begin their morning hike at the Senior Trail Day event in Mesa.

MAG Transportation Planner Maureen DeCindis. “We want to encourage healthy aging while at the same time getting people used to alternative transportation modes like biking and walking,” she said.

Planners hope that the experience will convince seniors to access local trails and walking paths more often, enhancing their enjoyment as Valley residents while improving their health. Many also found walking partners during the event.

“We had more than 60 walkers on three different routes,” said Brian

came from a Healthy Aging 2010 “mini-grant” provided through the Arizona Department of Health Services. A portion of the funding was used to purchase T-shirts emblazoned with photos of the paths. “They say a picture is worth a thousand words, and we hope when seniors wear these shirts after the event, others will be enticed to go walk and bike the trails,” said DeCindis. 

For more information about the location of trails in your neighborhood, please contact Maureen DeCindis at (602) 254-6300. Additional information relating to seniors and mobility can be found on the MAG Web site: www.mag.maricopa.gov/project.cms?item=423

Flying the Crowded Skies: Four Airport Alternatives to be Analyzed

Just as it's getting more crowded here on the ground, so too is it getting more crowded in the skies up above.

To help meet the region's future air transportation needs in a safe and efficient manner, the Maricopa Association of Governments is updating its Regional Aviation System Plan (RASP).

In work conducted to date, one issue seems clear: our existing airport system won't be able to handle the forecasted air traffic demand in this region. In September the MAG RASP Policy Committee approved four airport alternatives for meeting future needs.

"These alternatives will be given an extensive evaluation prior to the development of a plan recommendation," said MAG Senior Project Manager Harry Wolfe. "Our choices range from doing nothing to finding new sites for the construction of additional airports," he said.

The alternatives include:

Status Quo

Provides a baseline against which to compare the other alternatives. It assumes that no new major projects are undertaken with the exception of those already committed. Major programmed projects in this alternative include the extensions of runways at Glendale, Buckeye and Wickenburg.

New Technology

Assumes the same projects in the status quo alternative noted above as well as improved technology enhancements that result in a four percent improvement in potential airport capacity. The improved technology enhancements primarily increase capacity at Phoenix Sky Harbor, Williams Gateway Airport and Scottsdale Airport.

Maximize Airport Development

Assumes the projects in the previous two alternatives and assumes that we maximize the development of existing airports where feasible. Major projects in this alternative are:

- **Longer runways**
Buckeye, Chandler, Glendale, Wickenburg, Williams Gateway.
- **New runways**
Deer Valley, Goodyear, Sky Harbor, Williams Gateway, Memorial (involves rehabilitating a deteriorated runway).
- **Precision approaches**
Buckeye, Chandler, Glendale, Mesa, Deer Valley, Goodyear, Scottsdale, Williams Gateway.
- **Taxiway/paving**
Memorial, Pleasant Valley, Scottsdale.

New Airport Development

Assumes no new runways at existing airports, and identifies potential new general aviation and commercial service airport sites based upon a review of previous studies. These potential sites include:




General Aviation

- Pleasant Valley Airport site
- Wickenburg Forepaugh
- Northeast search area
- Southeast search area

Commercial Service

- North Phoenix
- Airport in the Southeast portion of the region
- Regional Airport between Phoenix and Tucson

Alternatives will be evaluated on a variety of factors, including environmental consequences (noise and air quality), cost, convenience, airspace compatibility, impact and ease of implementation, among others.

After the alternatives are evaluated, a recommended plan and implementation program will be prepared for consideration by the RASP Policy Committee and ultimately by the MAG Regional Council. It is anticipated that the update will be completed in 2003. 

More information can be found on the RASP Policy Committee page of the MAG Web site: www.mag.maricopa.gov/committee.cms?item=74

Valley aviators will soon find demand outstripping capacity, unless viable solutions are found.

Regional Transportation Plan Moves into Phase II



MOBILITY FOR THE
NEW MILLENNIUM

The second phase of the development of a Regional Transportation Plan has begun with interviews of consultants vying to serve as the key technical expert in the development of the plan. Once selected, the consultant will work with the Transportation Policy Committee in formulating the new plan, which will have extensive input from the public.


During its meeting October 23, the Transportation Policy Committee voted to recommend HDR Engineering, Inc. to conduct

Phase II of the Plan. HDR Engineering was one of five initial firms who responded to a Request for Qualifications to serve as the key consultant for Phase II of the Plan. The Regional Council will be asked to consider the recommendation during its meeting October 30.

The Regional Transportation Plan is being developed in two phases. Phase I, which is nearly complete, focused on defining policies and goals. Phase I also included the completion of a number of studies designed to identify transportation needs across the region. Analyses of those studies will be used in Phase II to identify specific

projects and to meet the goals developed under the first phase.

Phase II of the Regional Transportation Plan is expected to include an extensive public involvement effort that will include input from the general public, involved citizens, community leaders, and under-represented communities.

HDR Engineering is based in Phoenix and serves the Southwest Region. It has a staff of 120 employees, many of whom specialize in transportation projects. 

More information about the Regional Transportation Plan can be found on the MAG Web site: www.mag.maricopa.gov/project.cms?item=411

MAG Moment



Regional Council Chair Wendy Feldman-Kerr helps kick off the winter pollution season at a recent press conference. Also present were County Supervisor Don Stapley and Scottsdale Mayor Mary Manross.

Mayor Shafer

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spring training facility as well as youth sports fields. Until the suit is settled, the City is fronting money needed to construct the facility, which Shafer sees as part of her legacy.

"When you sit out in a field that was dirt a little over two years ago, and you now see the grass and over 500 children playing soccer, it gives you a feeling that if I leave nothing else for the city, I've left something for my (city's) youth," she said.

Finally, there's the continuing fight for which the gloves never come off. Shafer will be taking her fight for a presumptive cancer bill to Congress.

You might call her a scrapper. 

Human Services Campus Links Agencies, Services

The concept of one-stop shopping has become part of the American culture, evolving from corner convenience markets to big box stores offering everything from toasters to tires to tulips. Now the idea is being adapted to serve the needs of the Valley's homeless and low-income population.

"For years, social service agencies have been providing assistance to homeless individuals and families, often without coordinating or communicating with each other," said Maricopa County Administrator David Smith.

"Today we are recognizing that there is a need for integrated, intensive collaboration and information-sharing when it comes to serving our vulnerable populations," he said.

Three years ago, Maricopa County joined forces with the MAG Continuum of Care Committee to look at ways to better coordinate services for the homeless and at-risk populations. The effort led to a consensus that a downtown center was needed to address the needs of these populations—especially the homeless—in the region. The new Human Services Campus being constructed in downtown Phoenix will consist of a variety of human service agencies such as St. Vincent de Paul, Central Arizona Shelter Services, Health Care for the Homeless, and others, including a new organization called the Day Resource Center, which is currently under development.



Artist's rendering of a preliminary design for the planned Human Services Campus.

Drawing courtesy of Maricopa County.


"The Day Resource Center will serve as a focal point for those coming to the campus," said Central Arizona Shelter Services CEO Mark Holleran. "Services will include providing a safe place for homeless people during the day, so that individuals can be out of the heat and away from the streets. It will also provide opportunities to engage chronically homeless and low-income individuals into accepting services ranging from food stamps to social security to mental health," he said.

Buildings on the campus will be color coded, with colors denoting places to eat, sleep, and receive medical services. Amenities of the campus will include 400 beds, a health care center, a day resource center, a safe haven for the seriously mentally ill, education resources, and more. A Homeless Management Information System

will help track services received and provide for more comprehensive case management.

"...what this campus is really about is an integration of human services."

"We are building buildings because current buildings are in a falling-down condition, but what this campus is really about is an integration of human services," said County Administrator Smith.

Construction of the campus is being funded through partnerships between local governments, social service agencies, and the private sector. Additional funding is being sought to help meet the costs of operating the facility. 

More information about MAG's homeless planning efforts are on the MAG Web site: www.mag.maricopa.gov/committee.cms?item=98



Communities Without Borders: ICMA Hosts Hispanic Convention in Phoenix


The Hispanic Network of the International City/County Management Association (ICMA) will be celebrating the group's second national convention in Phoenix April 2-5, 2003. More than a thousand people are expected to take part in the event at the Phoenix Civic Plaza.

ment, emergency services preparedness, and management of diversity issues. Additional workshops will be devoted to professional development and improvement of job hunting skills and how to develop partnerships in all service areas.

Several planning committees are setting up the convention, led by co-chairpersons Sylvia Abeytia Whitman, deputy finance director for the City of Phoenix, and Ramon "Ray" Osuna, the City's deputy personnel director.

"The convention is expected to have an international flavor. Invitations have been extended to government employee organizations in Mexico, urging them to send delegations to the gathering," said MAG Community Outreach Specialist Carlos Jurado, who serves

on the Marketing and Public Relations Committee. The Committee is working to organize a publicity campaign leading up to the convention and will have the primary responsibility of assisting local, national, and international media professionals with their coverage of the convention.

The Hispanic Network is devoted to encouraging Hispanic professionals to enter the field of public administration and pursue careers in local government management. It also encourages participation in professional development programs within and outside the ICMA. Recently, the group has placed emphasis on recruiting Hispanic students and entry-level professionals to apply for ICMA scholarship opportunities, which include fully-funded internships geared toward individual professional growth. 

For more information about the convention, call Carlos Jurado at (602) 254-6300.



Former Secretary of Housing and Urban Development Henry Cisneros was a speaker at last year's convention.

The theme for the 2003 convention is "Communities Without Borders," and it will encourage efforts to develop an environment in local government that provides opportunities for professional growth among diverse populations.

Besides focusing on diversity and cultural awareness, participant sessions will deal with such topics as shifts and trends in demographics, housing, education, intergovernmental programs, business and leadership develop-

Lawsuit Challenges Particulate Plan


The Arizona Center for Law in the Public Interest has filed a lawsuit against the Environmental Protection Agency, challenging the approval of the MAG Serious Area Particulate Plan for PM-10 (particulate matter less than 10 microns in diameter). If the suit is successful and EPA's approval of the plan is vacated, federal transportation funds could be lost and major transportation projects could be stopped.

The primary targets of the suit appear to be the failure of the plan to include CARB diesel fuel and sufficiently stringent measures for agriculture.

"The State has the authority over these measures," said MAG Environmental Manager Lindy Bauer. "If the Center wins, major industries would be immediately subject to what are known as 'two-to-one offset' sanctions—for every pound of pollution put into the air, utility and rock products companies would have to reduce by two. Within five months, there could be a loss of federal highway funds and a halt to major transportation projects, unless the situation is remedied," she said.

The MAG Management Committee has recommended that cities work together on a strategy to

mount a defense against the lawsuit.

"The PM-10 Plan was recommended by the EPA as a model plan," said Scottsdale Mayor Mary Manross, who is a member of the MAG Executive Committee. "The CARB diesel issue has been dealt with at the national level and clean diesel fuel will be implemented in 2006. With the economic issues we are facing, now is not the time to be threatening a halt of the regional freeway system, which is essential to our economic viability," she said. 

Study Examines Use of Railroads as Commuter Corridors

Valley residents often ask about the possibility of using existing railroad tracks for commuter rail. To help answer that question, elected officials asked MAG to conduct a study evaluating the possible use of commuter rail as a transit option.

The MAG High Capacity Transit Plan Study is looking at the use of existing railroad corridors as a transit alternative, and is also examining the use of bus rapid transit or light rail in corridors where operation of conventional commuter rail may be too difficult or too costly.



The study evaluates using existing rail lines for commuter trains such as the one above.

“With the booming population and employment growth predicted for our region, new transit services are needed so people can get to their jobs, medical appointments, shopping and recreational opportunities,” said MAG Multi-Modal Program Manager Dawn M. Coomer. “Commuter rail and other high capacity transit services, such as light rail or bus rapid transit, could offer travel options in addition to, or in combination with, taking a car or bus,” she said.

Coomer said the high capacity transit services identified as part of the Plan will be used to enhance existing and planned regional transit networks. “Proposed corridors could be integrated with the Central Phoenix/East Valley Light Rail Project through shared stations or bus connections,” she said. “The goal is to build upon the success of existing transit service while further improving mobility and attracting new riders to transit.”

As part of the study, several advanced transit technologies are being reviewed to determine if they could be implemented into the regional transportation network. The feasibility of commuter rail along existing freight rail corridors is being determined, and other corridors where new light rail or bus rapid transit might operate are being identified. The project team has examined possible corridors throughout the region for high capacity transit services, looking at existing regional rail corridors and other high-traffic areas. Based on factors such as future population, employment, trip length and congestion, several corridors have already been identified as possible candidates for high capacity transit services.

The project was initiated in January 2002 and is scheduled for completion by the end of the year. Much of the background work has been completed, including preparing a public involvement plan, reviewing past



studies, and comparing various high capacity transit technologies. The final plan will include options considered most effective for a high capacity transit network, based on expected costs, revenues, and implementation options. The final High Capacity Transit Plan will be included as input in the development of a Regional Transportation Plan. ▲

Additional information on the High Capacity Transit Plan is available on the MAG Web site at www.mag.maricopa.gov/project.cms?item=474



The study analyzes the potential for high capacity transit in major corridors throughout the region.

November

- 6th** 9:00 AM, Intelligent Transportation Systems Committee
- 6th** 10:30 AM, Regional Concept of Transportation Operations Stakeholders Group
- 7th** 1:30 PM, Air Quality Technical Advisory Committee
- 12th** 9:30 AM, Regional Travel Speed Study
- 12th** 1:30 PM, Street Committee
- 13th** 1:00 PM, Growing Smarter Oversight Council
- 13th** 5:00 PM, Transportation Policy Committee
- 14th** 10:00 AM, Transportation Safety Stakeholders Group
- 14th** 1:30 PM, Homeless Continuum of Care Steering Committee
- 19th** 10:00 AM, Population Technical Advisory Committee
- 19th** 1:00 PM, Bicycle Task Force
- 19th** 1:30 PM, Pedestrian Task Force
- 20th** 12:00 PM, Management Committee
- 20th** 2:00 PM, Building Codes Committee
- 21st** 10:00 AM, Telecommunications Advisory Group
- 21st** 1:00 PM, Human Services Technical Committee
- 26th** 10:00 AM, Elderly Mobility Stakeholders Group
- 27th** 10:00 AM, Transportation Review Committee
- 28th-29th** Thanksgiving Holiday (Office closed)

December

- 4th** 10:00 AM, Intelligent Transportation Systems Committee
- 4th** 10:30 AM, Regional Concept of Transportation Operations Stakeholders Group
- 5th** 1:30 PM, Air Quality Technical Advisory Committee
- 5th** 1:30 PM, High Capacity Transit Working Group
- 10th** 1:30 PM, Street Committee
- 11th** 5:00 PM, Regional Council
- 12th** 10:00 AM, Transportation Safety Stakeholders Group
- 12th** 1:30 PM, Homeless Continuum of Care Steering Committee
- 17th** 10:00 AM, Population Technical Advisory Committee
- 17th** 1:00 PM, Bicycle Task Force
- 18th** 2:00 PM, Building Codes Committee
- 18th** 5:00 PM, Transportation Policy Committee
- 19th** 10:00 AM, Telecommunications Advisory Group
- 19th** 1:00 PM, Human Services Coordinating Committee
- 25th** Christmas Holiday (Office closed)

Parking is available under the building. Please ask for parking validation at the meeting. Bus fares may be reimbursed with a valid transfer. Bike racks are available at the entrance to the parking garage.

January

- 1st** New Year's Holiday (Office closed)
- 8th** 9:00 AM, Intelligent Transportation Systems Committee
- 8th** 10:30 AM, Regional Concept of Transportation Operations Stakeholders Group
- 9th** 2:00 PM, Domestic Violence Council
- 15th** 2:00 PM, Building Codes Committee
- 15th** 5:00 PM, Transportation Policy Committee
- 20th** Martin Luther King Holiday (Office closed)
- 23rd** 1:30 PM, Homeless Continuum of Care Steering Committee

The dates, times and locations of all meetings may change. Other committees not listed here may meet during these months. Please call (602) 254-6300 for confirmation, or visit the MAG Web site: www.mag.maricopa.gov

All meetings, unless indicated otherwise, will be held in the conference rooms located in the MAG offices on the second floor of the Compass Bank Building, 302 N. 1st Avenue.



302 N. 1st Avenue, Suite 300, Phoenix, AZ 85003
Telephone (602) 254-6300, Fax (602) 254-6490
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